CAN DO AS THEY PLEASE

All Restrictions as to Commissions on Immigrant Business Removed.

Chairman Finley Unable to Name an Amount That Would Satisfy Each Road-January Traffic on Local Lines.

Chairman Finley, of the Western Passenger Association, issued a decision yesterday on the question of commissions to be paid on immigrant traffic from New York to California points. This is the Rock Island appeal case, in which the board of arbitration declared that the appellant was entitled to relief on the business in question, but did not fix the extent of the relief to which it was entitled. This duty devolved upon the chairman, but, not being sided by information that would enable him to name a specific amount which would fully protect members against outside competition, he concludes that extreme measures must be taken to secure equality. He therefore permits each line to pay such commissions as may be required to meet the competition of outside lines on sea-board immigrant traffic destined to Cali-

The immediate effect of this ruling will be to force all roads not having transmissouri lines of their own out of the business. The commission now ruling in New York on this traffic is \$13. One dollar is the authorized commission from New York to Chicago, and \$20 the authorized commission from the Missour river to the Pacific coast.
Add \$10 to these amounts in order to meet
the outside competition and the entire rate between Chicago and the Mississippi river is absorbed. This completely forces out of the business the roads whose lines do not extend beyond the Missouri river, and the Rock Island will get a little over \$6 per passenger hauled from Chicago to Denver. The probability is that the roads in interest will now get together and agree to the payment of some reasonable commission which shall not, under any circumstances, be de-

Northwestern Rate War.

A meeting of the Northwestern committee of the Western Passenger Association has been called for next Saturday at Chicago to confer with representatives of the Northern Pacific, the Great Northern, the Michigan Central and the Chicago & Grand Trunk concerning rates via Chicago and St. Paul to and from points in the Northwest, and also rates of the Soo line. In the meantime the Soo has issued a flaming circular calling attention to its "boycott tariff," in which it quotes a rate of \$12.50 from St. Paul to Detroit, against the regular rate, with proportional rates to other points.

Grain Blockade. There is another grain blockade at Kansas City, and yesterday the Burlington notified the members of the Board of Trade that unless relief were given it either by unloading or transferring cars it would order that no more cars be loaded for Kansas City, and that those in transit be sidetracked out in the country somewhere. The other roads are in practically the same condition. The trouble seems to be that the commission men are letting too much grain come in for which there is no market, and, to save the cost of storing, allow it to remain in the cars as long as possible.

Trains Start on the Midland, The Indiana Midland railway, by paying one month's wages due its employes, was allowed to resume operations to-day. The road had been tied up since Christmas day. The officials changed the name of the road and it is to be known as the Chicago & Southeastern hereafter.

January Business. Belt road engines last month handled 6.142 car-loads of stock, against 6,272 carloads in January, 1891. There were transferred over the Belt road

in January a total of 70,170 cars, against 65,436 cars in January, 1891. In January there were handled at the Union Station 31,839 pieces of baggage, being 1,980 more pieces than in January,

In the month of January there were handled at the city freight depots of the Pennsylvania Company at this point, 27,-286,927 pounds of freight, representing 2,791 cars.

The official report of George Bender, superintendent of the Chicago division of the Big Four, shows that in the month of January 31,256 loaded cars were handled on this division, against 27,630 in January, 1891; increase this year, 3,656 cars, making it the heaviest movement in the history of

this division in any one month. In the month of January there were received and forwarded at Indianapolis a total of 107,152 cars, of which number 84,124 were loaded, against 101,210 cars, of which 82,675 were loaded, in 1891. That the in-crease in loaded cars in not larger is sur-prising, but it should be borne in mind that while through business was heavy beyond parallel local traffic was light, especially with the north-and-south roads.

Personal, Local and General Note J. W. Smith, agent of the Erie fast-freight lines, is seriously ill with a second attack

Charles H. Hunter, on Feb. 1, succeeded

F. D. Hunter as general agent of the Com-

mercial express at New York. E. P. Lord, superintendent of motive power of the Big Four, yesterday was not so well, and it is feared that he has a low

The mileage book of Chief Engineer Kit-tredge, of the Big Four, shows that in the year 1891 he traveled over 40,000 miles, or

an average of 150 miles a day. E. J. Wood, train-dispatcher of the Wa-bash at Peru, Ind., has \$30,000 at his com-mand; still, so well pleased is he with his position that he prefers to hold it.

The stedsholders of the Columbus, Hocking Valley & Toledo road held their annual meeting in Columbus. O., yesterday, and re-elected the old board of directors. Within thirty days, it is said, the auditing department of the Wisconsin Central will be removed from Chicago to St. Paul and merged into that of the Northern Pa-

N. B. Boilvin, general agent of the Louisville division of the Pennsylvania lines at Louisville, is in the city. He was formerly agent of the company at Indian-

The passenger department of the Wabash is getting out a handsome book for the Knights Templar conclave for distribution through the Eastern States. It will be highly illustrated.

C. J. Lane, traveling freight agent of the Union Pacific, and well known in this territory, has been promoted to assistant general freight agent of the Union Pacific, with headquarters at Omaha.

The Pennsylvania Company has taken back the two engines of the Indianapolis & Vincennes road, sold a few months ago to the Indiana Midland road, and has them in the shops undergoing repairs.

James Powers, for a couple of years past wabash & Michigan road at this point, has taken a position in the traveling auditor's office of the Big Four at this point.

Traffic on the Louisville division of the Pennsylvania lines is again reaching such a volume that Division Superintendent Miller bas asked to have the engines borrowed for other divisions returned.

The Duluth car-works are shipping new ears to the Lake Erie & Western at the rate of ten a day. The Haskell & Barker car-works has nearly completed its contract to build one thousand cars for this

E. A. Ford was in the city last evening. This morning he goes to Terre Haute to have a conference with the management of from the Mexican government to the Vandalia about some contemplated changes in running time of the through

The Ohio & Mississippi Railroad Comcinnati its answer in the quo warranto proelection of directors on the ground that propositions Texas declared in favor of the proxy voters of the stock of Brown, and the same was ratified by Shipley & Co., London, England, were il- the people in July, 1845. Mexico considered The Sunday Journal, \$2 Per Annum WEBB, Jamison & Co., 222 South Meridian St.

legal, and furthermore there was a secret purpose to issue new certificates in such a manner as to transfer to the B. & O. the entire control of the O. & M.

George W. Howard, late grand chief of the Brotherhood of Railway Conductors, is being urged for a position on the Inter-state-commerce Commission. Mr. Howard was formerly a trainmaster of the Louis-ville, New Albany & Chicago road. The Northern Pacific has made a new de-

parture, placing on sale books covering 3,000 miles, good to travel on any part of the system. There is a growing tendency among passenger men to cover a larger mileage with this class of tickets. As soon as the purchasing agent vacates the rooms that department now occupies in the Union Station, the Big Four traveling auditors and other officials of that company, now occupying rooms in the old I., B. & W. freight station, will take the

vacated apartments. The official statement shows that the C., C., C. & St. L. (Big Four) earned in the first half of its fiscal year ending with Dec. 31, 1891, gross, \$7,312,213; increase over the corresponding six months of 1890, \$425,400; earned net, \$2,248,127; increase over the corresponding six months of 1890, \$164,769.

In securing the control of the Columbus & Hocking Valley road the Big Four could extablish a line fifty miles shorter than its present line between Columbus and Sandusky, and one which would be thirty miles shorter than the one projected by ex-General Manager Moore, of the C., S. & C.

An official of the Big Four lines stated yesterday that the company needed thirty more heavy locomotives, and probably this number would be purchased within the next three months. On no division is there now power to move the business of-fered, while the supply of cars is well up with the demand.

John Lazarus, traffic manager of the Indianapolis, Decatur & Western road, left yesterday afternoon for Pittston, Pa., to visit friends, this being the place where he passed his boyhood. It is estimated that this is not the real object of his visit East, but that he goes to look after a position offered him recently on an Eastern

There is not a vestige of the boycott of the Chicago & Alton left. Every line engaged in the warfare against it has re-sumed the sale of tickets reading over the Alton. Ticket agents are more gratified than any one else over the result of the warfare, as it means, they think, that paying commissions will again become gen-

President Manvel, of the Atchison, To-peka & Santa Fe, and President Jeffery, of the Denver & Rio Grande, have reached an agreement by which the irritating controversies which have existed for a long time between the two companies is amicably adjusted, and economies can now be intro-duced which will be a great saving to both

The Chicago & Nortwestern has contracted for equipping the first eighty-seven miles of its road out of Chicago with automatic block signals. This is the first road this improvement. The Chicago & Alton is also taking steps to equip its road with block signals on the portion where traffic

is heaviest. Austin Corbin, president of the New York & New England road, says that the first year of his administration he expects to cut down the operating expenses of the lines \$500,000. So far as improving the property is concerned, he says he has \$3,000,000 at his command to use if it is shown that it would be to the advantage of the company to expend that sum.

A passenger official who has been a strict observer of agreements and the maintenance of rates remarked yesterday that he sometimes got discouraged when he looked about and noted that the most popular and prominent passenger officials had reached such prominence by securing business at below tariff rates, or some other method of shading the tariffs. Chief Engineer Kittredge, with six of his

force, will on Saturday remove to Cincinnati. Purchasing agent Garaghty has not received notice as to when he will be required to move from Indianapolis to Cincinnati. An official who would be likely to know says there is no truth in the reports that others beside these two departments are to go to Cincinnati.

A meeting of the managers of the lines in the Central Traffic Association has been called for next Thursday, at Chicago, to further consider the question of mileage on refrigerators cars, with reference to the proposition to reduce the rate from 1 cent to 4 of a cent per mile. At the same time it is proposed to again take up the matter of switching charges and cartage in

For years it has been something of a surprise to Western shippers that the Pennsylvania did not make as much effort to build up export business via Philadelphia as via Baltimore. At last the business men of Philadelphia have taken the matter in hand and some very sharp correspondence is passing between the members of the Philadelphia commercial bodies and First Vice-president Thomson, of the Pennsylvania road.

An official of the Vandalia told a reporter of the Terre Haute Gazette that "in the early spring the Vandalia will be in the field for freight in and out of Chicago, and will give some of the old lines some strong competition, working in connection with boats between St. Joseph and Chicago."
From its lumber traffic south, says a
freight man, the Vandalia is more likely to realize handsome revenue, and there is great room for the passenger department to make the T. H. & L. division of the Vandalia a pleasure excursion route through the summer months, either in connection sorts on its own line.

The monster passenger locomotive which the Baldwin locomotive-works, on the 5th of last month, delivered to the Jersey Central road is said to be a marvel of speed and mechanism, and has already made some phenomenal runs. In the boilers are 250 flues. The fire-box is 11 feet by 3 feet 8 inches, and has a water-grate for hard coal. There are four cylinders—two of high and two of low pressure. All four cylinders can be used at the same time, and this is the secret of the engine starting and getting under way so quickly with a heavy train. The boiler carries 180 pounds of steam and is tested to 230. The whole weight of the engine is 624 tons.

THE WAR WITH MEXICO.

A Writer Endeavors to Prove That It Was Begun in an Irregular and illegal Manner.

To the Editor of the Indianapolis Journal: The Journal, in commenting on the Chilian difficulties, made the statement that the United States had never made but "one formal declaration of war." The writer, conversing with a teacher of one of our district schools, asked, "What have you learned in reading the Chilian affair?" and he answered, "I have learned that the United States has never declared war but once." asked, "What about Mexico?" He laughed and said, "That war 'existed' simply, and Congress found it out."

This put a new phase on history, and since then I have been trying to find out in what manner the war with Mexico was constitutional. The Constitution gives Congress the power to declare war. This power to declare war is the power to deeide whether or not there shall be war in a given case, and is one of the highest which any government can exercise, involving the interest of greatest importance affecting the property and lives of the people. The student has a right to ask how could Congress vote men and means without some formal declaration to carry on a war between itself and another nation. The act of July 22, 1861, is entitled, "An act to authorize the employment of volunteers to aid in enforcing the laws and pro-tecting public property." But in the his-tory of the war with Mexico there seems to be a dark side, susceptible of criticism. Texas had seceded from Mexico, and the people governed themselves under the form of a President and Congress. In May, 1845, Dr. Anson Jones, then President, laid before the Congress of Texas a proposition acknowledge the Texan government three condition: First, Texas not to annex herself or become subject to any other country; second, limits and other troubles to be matters of agreements in final treaty; third, all diffiseedings brought by the Baltimore & Ohio culties to be settled by umpirage of arbi-interests. It attacks the validity of the tration. But instead of excepting these



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value to ladies. We will present a copy to anyone addressing us with two 2-cent stamps. this movement a declaration of war, and proceeded to resent the injury by force of arms. At the request of Texas our government (curiously anxious, too,) sent an army into that country to defend it against invasion. General Taylor remained at Corpus Christi from August, 1845, to January. 1846, without any hostile acts whatever on the part of Mexico. The strange part of it all was that the diplomatic relations between the United States and Mexico remained unbroken and Mr. Slidell, of Louisiana, had authority to settle all dimentiles. In question of dispute between Texas and Mexico was the boundary lines and the territory in dispute lay between the Neuces and the Del Norte rivers. The army of occupation was stationed near the Rio Grande, where a deputation of thirty to forty men was sent from Mexico to protest against the invasion. This occurred a month before hostilities commenced. Now comes the discovery, and the peculiar part of the history. "On the 11th of May, 1846, the President of the United States sent to Congress a message announcing a state of war, commenced on the part of Mexico, whose government he said, after a long-continued series of menaces, had at last invaded our territory and shed the blood of our citizens on our own soil." And he asked Congress "to recognize the existence of the war, and to place into the hands of the executive the means of prosecuting it." A bill to raise men and \$10,000,000 was reported to the House at once. It was passed by the Senate the next morning, and returned to the House the same evening, and was repassed the next day with amendments from the Senate, and was signed that day by the President with the issue of the war proclamation. The work was too hurried to give perfect satisfaction, and many persons became unpopular because they opposed the measure, and urged a declaration of war by Congress in compliance with the Constitution. The President had invaded Mexican territory, which was tantamount to a declaration of war. They opposed the measure from the falsity of the preamble of the President's message, which declared "the war to exist by the act of the republic of Mexico.' Tom Corwin, of Ohio, declared this declarration positively untrue, and that our government was the invader. It was on Mexican soil that blood had been shed and not on ours, as declared by the President. Debate became rampant, and a motion was offered in the Senate to strike out the preamble from the records, but it was lost, 18 to . 28, because it took the statement of the Presi-

dent to cover up the iniquity of the project of usurping power secretly assumed by the President. Calboun said: "The object of the war appeared, from the President's message, to be three-fold: First, to repel invasion; second, to establish the Rio del Norte as the western boundary; third, to obtain payment for indemnities due our citizens or claims against Mexico," Also, that the President assumed that war existed. and called upon Congress to recognize that existence." The opposition said: "While the houses of Congress remained in ignorance, and those who knew could not move. the President was ordering the army upon the Rio Grande, and taking a step of which the inevitable consequences proved to be war." Nothing else brought on the war but the marching of our armies without any necessity, done, too, while Congress was in session, without their knowledge as to the intention of the President. The government of the United States can proudly say: "We have acquired our territory by purchase, except this Texas, which was peculiarly taken in. All other powers have been gained upon the princi-ple of conquest. The great plains and mountains of our Western domain were paid for in the Louisiana purchase; then came the purchase and establishment of boundary lines between the United States and Mexico, which, with the little trump

of Texas, gave us 2,000,000 square miles." If the war of 1846 was ill begun it was nobly ended. F. M. HUFF. WARREN, Ind., Jan. 31, Counterfetter Landed in Jall. William Bloomfield was arrested, on United States warrant, at Kendallville last Monday night for counterfeiting, and in default of \$500 bail was lodged in the

Noblesville jail yesterday.

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Leave for Columbus, 9:00 am; arrive from Columbus, 3:45 pm; leave for Richmond, 4:00 pm; arrive from Richmond, 9:00 am. Leave for Chicago, d 11:20 am; d 11:30 pm; arrive from Chicago, d 3:55 pm; d 3:30 am.

Leave for Louisville, d 3:40 am, 8:00 am, d 4:00 pm. Arrive from Louisville, d 11:10 am, 6 pm; d 10:50 pm.

Leave for Madison, Ind., 8:00 am; 4:30 pm.

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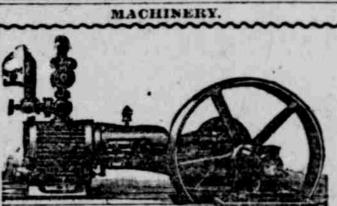
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